

LONDON'S SOCIAL ACTIVITIES • QUEEN ALEXANDRA DAY OBSERVED

Working for Converts to Channel Tunnel Scheme

Questions of Profit, of Food Supply, of Use in Peace and of Control in War Time Discussed, Showing Consensus of Opinion in Its Favor.

ADVANCE OF SCIENCE MAKES IT FEASIBLE NOW

(Special Dispatch.)
 LONDON, July 26. MEMBERS of Parliament who are anxious to see the construction of the long delayed Channel tunnel accomplished are working hard to get converts to their ranks, and the memorial to the Prime Minister on the subject is gaining fresh signatures daily. The prospects are now held to be highly encouraging, especially as many of the military opponents of the scheme of a few years ago are now no longer hostile to the scheme.

Recent despatches from the other side showing how submarine tunnels benefit New York and how in the same way a Channel tunnel would increase the traffic between England and France have attracted some attention here. It is quoted and commented upon by the Daily Graphic, which is once more to the front in advocating the construction of the tunnel.

"The developments of the traffic through the Hudson River tunnels at New York," it says, "may be taken as a very striking illustration of what we may expect from a Channel tunnel between England and France. In comparing the remarkable increase on the Hudson River with the possible increase of passenger traffic between England and France it is interesting to refer to a preliminary report on the volume of passenger and goods traffic likely to pass through the Channel tunnel and on the estimated revenue, expenditure and profits of the undertaking as prepared by an independent official expert in January, 1907.

"This report gives four estimates of the probable increase in passenger traffic—assuming that the tunnel would be open in 1915, and the most interesting and reliable of these is perhaps the estimate of Mr. Albert Sartiaux, author of the celebrated pamphlet 'Le Tunnel Sous la Manche.' He concluded that the tunnel would be likely to attract ninety per cent of the passengers via Calais and Boulogne, seventy per cent of the passengers via Dieppe, fifty per cent of the passengers via Havre and Ostend, twenty per cent of the passengers via Flushing and fifty per cent of the passengers via the Hook of Holland."

Mr. Sartiaux stated then that, basing his calculations of the probable number of passengers in 1915, not on the increase of two years only, but on the last ten years, he obtained the following remarkable figures:

Route.	Actual Number of Passengers During Last of Past 10 Years.	Probable Increase in 1915.
Calais	323,013	71,689
Boulogne	224,799	118,839
Dieppe	126,922	63,479
Havre	62,311	31,155
Ostend	136,594	68,297
Flushing	57,672	28,831
Antwerp	61,625	30,819
Hook of Holland	104,771	52,386
Probable total for 1915	1,182,121	582,396
Other lines	137,899	
Total	1,319,990	582,396

From this total Mr. Sartiaux estimated that the patrons of the tunnel would number 1,900,000 if it is opened for traffic by 1915, without taking account of the fillip caused by the opening of the tunnel, which would very probably increase the movement of passengers during the first year by at least twenty per cent, and would carry the total movement from the start to at least 1,900,000 passengers.

DIFFICULTIES EASILY OVERCOME.
 Mr. John Leyland, well known as an authority on naval matters, in an interview with your correspondent did not discuss the points in favor of the tunnel which have been discussed by others as much as the difficulties which have to be overcome.

"The conclusion of the entire cordial with France," he said, "has certainly placed the matter in a new light. Possibly a fresh inquiry into the question would show that British naval and military authorities not only now see no objection to the tunnel but a positive advantage. In the past there has been practically a consensus of opinion contrary to the proposal.

"No practical difficulties exist that engineers could not surmount, and since Mr. De Gamond began investigations in 1848, and Sir John Hawkshaw and Mr. Brunel made their soundings and borings, from 1842 to 1865, science and practice have advanced enormously. Nor does anybody question that very great advantages would result in closer relations between the British Isles and the Continent, especially perhaps in the possibility of supplying the kingdom in war time with food, of which it is destitute. Year in and year out supplies pour in day and night to the value of £150 a minute, and the country has seldom in stock more than six weeks' supplies of wheat.

"But even with such facts before them the naval and military authorities set their faces against the projected tunnel. The naval objection has been that the tunnel would be a means of approach and communication which would evade naval attack. Sir A. Cooper-Key, First Sea Lord, when the question was raised about 1890, protested very strongly. Admiral Sir John Hay said nothing was impossible in war and that 60,000 men might be landed to seize the tunnel, after which the reinforcement and supply of an army could go on unimpeded.

"Lord Wolsley stated that the tunnel would be the most indestructible line of communication in the world. To say its seizure was impossible was to impute to the general charged with the operation complete ignorance of the business of war. He said also it was too great a responsibility to lay upon a commandant at Dover to expect him to destroy the tunnel without orders, and yet if he did not act at once action would come too late. The Duke of Cambridge, Sir John Lintorn Simmons and other officers were of the same mind.

"But thirty years has worked a revolution. France and England are friends and there are British and doubtless French soldiers who think it would be an excellent thing if the British expeditionary force could be promptly despatched to the Continent at need. Possibly there are sea officers who would be glad to be relieved of some of the responsibility for protecting food supplies—if, in time of war, the Continent could spare any. On the whole, British naval opinion is likely to be against the proposal, because of the possibly reduced value which the public, relieved of some anxiety about its food supplies, might set upon the service.

NOW QUITE PRACTICAL.
 Major W. H. Gastrell, M. P. for North Lambeth, is enthusiastically in favor of a channel tunnel.

"The advance in electrical science makes the project far more practical than formerly," said Major Gastrell. "Moreover, it has largely removed the danger from such a tunnel in time of war. It would not be necessary now to blow up or flood an immensely valuable piece of property. Either nation could prevent the passage of trains simply by cutting off the power in its half of the tunnel."

As indications of the wonders that have been wrought in recent years through electric railways, Major Gaskell cited the Bakerloo tube, which runs near his house in Clarence Terrace, Regent's Park. Houses in Baker street which used to rent for \$250 a year now bring \$500, and the entire character of the neighborhood has changed. Electric railway connection between England and France would have an equally stimulating effect, he thinks.

With an electric railway under the Channel it would be possible to go from London to Paris in five hours, and travel would increase by at least fifty per cent. In its food supply England would benefit decidedly by a tunnel. Fruits and vegetables which now arrive after a slow passage by boat would reach us fresher and with less loss in transit. Produce could be packed in France in the morning and sold in London the same night.

"We do not want any government money," he continued. "Let permission be given to construct the tunnel and it can be financed in twenty-four hours."

NO DANGER OF SEIZURE.
 Mr. Russell Roa, M. P., said he was one of those who had been in favor of the project since it was first suggested.

"The arguments raised against such a tunnel from the military standpoint always seemed absurd to me," he said.

"And they are still more so to-day in view of the progress of electrical science. It has been said that a hostile fleet might capture the English terminus of the tunnel and then bring troops across into British domain with no one to stop them. But control of the tunnel can extend further than the English terminal. There is nothing to prevent electric connection with London itself. I am not an engineer, but I know enough of electrical possibilities to realize that it would be simple to provide equipment whereby the tunnel might be closed, or part of it flooded or blown up, if necessary, by merely pressing a button at the War Office."

Mr. Roa was asked if he believed, with Lord Rotherham, that Great Britain's insularity was no longer an issue because it had already been destroyed by the aeroplane.

"That may or may not be so," he answered. "Any one who wants to believe it is welcome to do so. I don't care by what mental processes others convince themselves of the wisdom of a Channel tunnel, just so they favor it."

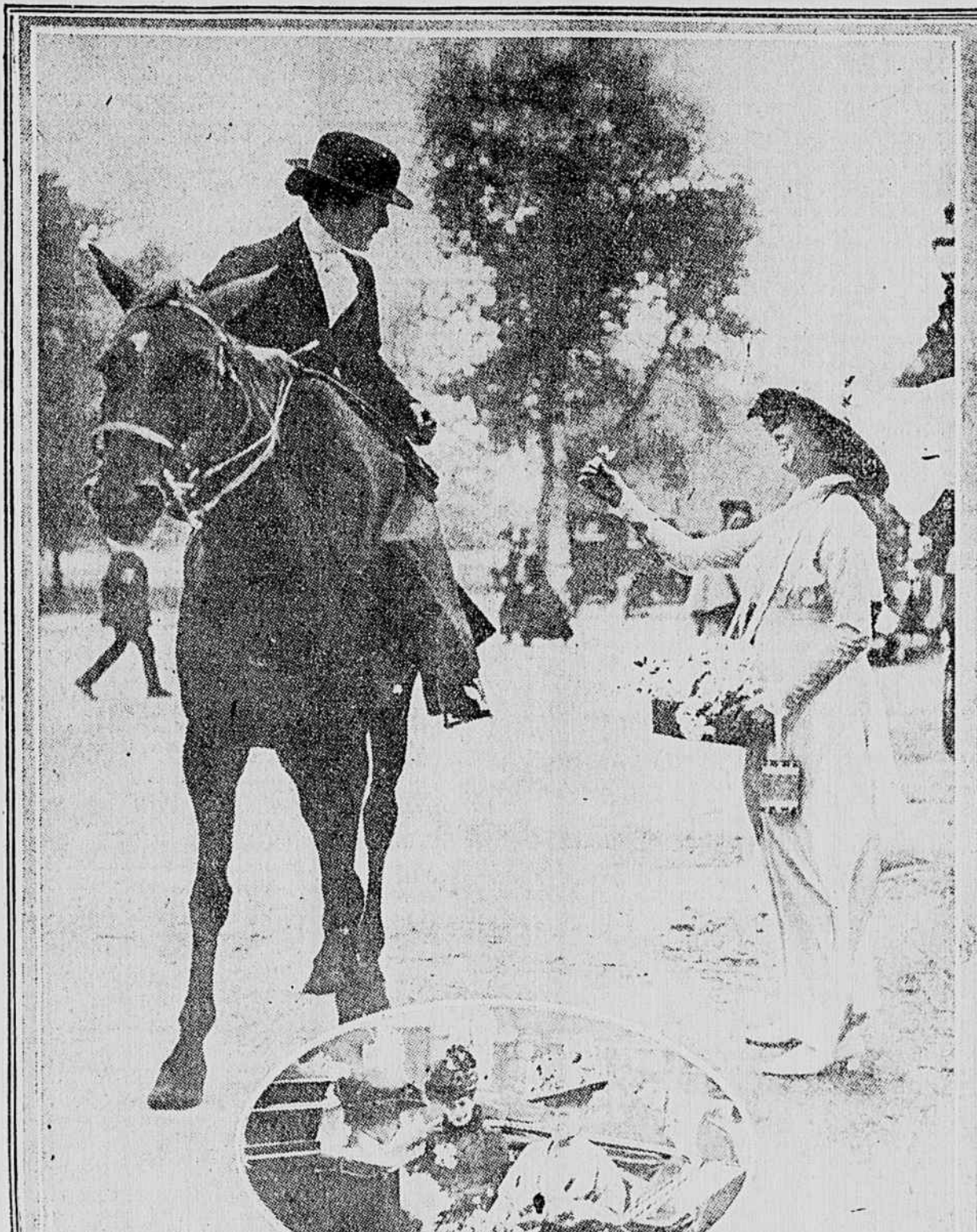
Mr. Roa said that engineers did not think that a Channel tunnel presented any particular difficulties from the standpoint of construction. The tubes would pass all the way through a workable clay. Present experience in ventilating long tunnels was such, he thought, that air could be provided for a stretch of twenty miles as easily as for shorter distances in existing tunnels.

Mr. Roa said that the provisional committee, which is now considering the project in the House of Commons, represented all shades of political belief and it was the purpose to make the issue a non-party question. Owing to pressure of business, it was not likely that the matter could be brought up at the present session of Parliament, but it was the hope of friends of the project to please enough members to its support so as to insure subsequent passage of a law permitting the construction of a tunnel.

The Hon. Walter Guinness, M. P., said that he was still of an open mind in regard to the proposed tunnel. "There could be no doubt of its advantages commercially and as a guarantee of food supply in case of war, and the only question was as to whether it would be a menace from the standpoint of national defence.

"If the War Office is satisfied that a tunnel would not be a danger from the military point of view," he said, "I am heartily in favor of its construction. It is most desirable that we should have a secondary means of getting food in case of war, because in such event cargo and insurance rates would go up greatly on all

TWO QUEENS DRIVE THROUGH LONDON IN THE CAUSE OF CHARITY.



ALEXANDRA DAY IN LONDON—A CHARMING PICTURE IN THE ROW

Queen Alexandra Day really was a remarkable day in the London season. Not only were Mr. Poincaré and other notabilities moving from place to place in London, but Queen Alexandra and Queen Mary, accompanied by Princess Victoria and Princess Mary, also made a progress through the streets on behalf of the hospital funds, which benefit by the sale of the artificial wild roses.

Professor Petrie Finds Ass' Head 7,400 Years Old

Relics of 5500 B. C., Found in Egypt, Show Attempted Robbery of Tomb 3,000 Years Later by Man Who Was Crushed by Fall of Roof.

(Special Dispatch.)
 LONDON, July 26. VERY interesting is the exhibition that has been opened at University College representing the pick of the "finds" made by Professor Flinders Petrie in Egypt during the last few months under the auspices of the British School of Archaeology.

The excavations were made at Memphis, founded by Menes, the first King of the first dynasty, and now known as the village of Mitrahineh, Tarkhan, the capital before Memphis, and Riqqeh, the present Italian town. All these places are close together near the Nile and between forty and fifty miles south of Cairo.

Many of the objects to be seen at Gower street are as old as the first dynasty, which may be placed at about 5500 B. C. To the period of this dynasty belongs an ass' head, in excellent preservation. It was found buried in the courtyard of a family burial place of an Egyptian of high rank, and near at hand was buried the pet duck of the Egyptian. This is the first time that the skeleton of an ass of such antiquity has been discovered, and it should be of special interest to equine anatomists.

But the gem of the collection is a gold pectoral of lapis lazuli, turquoise and cornelian. The only other like specimen is in the Cairo Museum. Professor Petrie considers that the sceptre which forms a part of the design indicates that it was worn as a symbol of high rank and authority, the same as British orders of knighthood are worn on the breast.

This jewel was nearly lost to posterity. The excavators found it in a large stone tomb, and there was evidence that a thief had entered the tomb with the obvious intention of carrying away the valuables it contained. He must have crawled in by a very small hole, still to be seen, and been then overwhelmed by the collapse of the roof of the sepulchre. His crushed skeleton was discovered superimposed on the skeleton of the man whose grave he went to rob. But all this happened thousands of years ago. In the days of the twelfth dynasty—2800 to 2500 B. C.—to which the precious pectoral belongs. Yet the attempted crime has only just been brought to light. Of almost equal interest is a Zam sceptre and a Uas sceptre. Both are of

ALL PARTIES IN ITS FAVOR.
 Mr. Arthur Fell, chairman of the provisional committee in the House of Commons which proposes to ask the government to grant permission for building a tunnel under the English Channel, said that he believed practically all the liberal and labor members and a majority of the unionists favored the plan, sentiment having changed remarkably within recent years from opposition to approval. Mr. Fell declared that it was the intention to make the agitation for the tunnel on non-partisan lines, and that although a deputa-tion probably will go before the Premier, Mr. Asquith, in favor of the plan soon it is not expected that Parliamentary action can be obtained at the present session.

Why?
 Cincinnati Enquirer:—
 A class in guessing, I'm afraid,
 Would find me at the foot;
 For why does beauty always fade,
 While homeliness stays put?

Breach of Promise Suits Now a Topic of Discussion

Outcome of the Northampton Case Leads Many in England to Favor Abolition of Such Actions, but Others Vigorously Maintain Present Law.

STATUS OF CHORUS GIRLS IS VASTLY IMPROVED

(Special Dispatch.)
 LONDON, July 26. ALL the world and his wife are still talking of the record damages of £250,000 in the breach of promise case in which Lord Northampton paid up without letting the case go to trial. The questions which it has incidentally brought to the front have an interest for men and women alike, for all who are parents, for all who are lovers—for all grades of human society, in fact.

"They are not new questions by any means, for they have brought tragedy into innumerable lives at one time or another, and will continue to do so. However far the State may proceed in taking over the responsibilities of parenthood—and the eugenicists would have it assume the right of forbidding marriage at all in the case of the mentally or physically unfit—there will always be fathers, if not mothers, who believe themselves entitled to sanction or veto the matrimonial arrangements of their sons and daughters if they think it desirable to do so. Equally will there always be sons and daughters of sufficient independence of spirit to claim to do as they wish in so entirely personal and individual a matter as marriage.

"The question that many are asking is: Who make the best peacemakers? And the topic of the Markham versus Northampton case has set everybody discussing, with widely differing opinions, some going so far as to say that actions for breach of promise of marriage should be abolished altogether.

The Rev. F. B. Meyer, who is known in America as in England for his strong views on the marriage and divorce question, was very outspoken in favor of the existing law.

"I think it is quite fair," he said, "if a man makes an offer to a girl and does not keep it he must pay. Poor people manage these things much better than the middle classes and the rich. They walk out together without actually being engaged, and both parties have a chance of knowing each other. Better class people, on the other hand, only meet each other at balls or parties or in the green room of the theatre, and consequently know little of each other before engagement.

"In America, now, a young fellow can take a girl to a theatre, a concert or picnic without being considered engaged."

A SIMPLE PROPOSITION.
 "Actions for breach of promise of marriage ought no more to be abolished than actions for the breach of any other contract," said Mr. Freke Palmer, a well known solicitor. "If a man becomes engaged to a girl and then breaks off because he has become attached to another he must pay. It is a simple proposition. The girl has suffered damage because her chances of marriage have been lessened through sticking to one man for several years. Then she suffers in feelings. A fitted girl is jeered at by her friends, and generally she is made to feel small."

"It is all very well to say that it is a sordid thing to bring beautiful sentiment down to a commonplace monetary transaction. But women must have some recompense, and the only recompense is money. The only way to punish men who break contracts is through their pockets. Defendants who have no money unfortunately cannot be punished at all."

"The danger of such actions," said Mr. Fairfax, the chairman of the Divorce Law Reform Union, "is that they may lead to compulsory marriages and, therefore, to matrimonial difficulties in the future. Evidence on this point was given before the Divorce Commission when Mr. C. H. Pickett, solicitor, of Radcliffe, said that breach of promise actions should be abolished. Numerous marriages take place under a threat of an action and subsequent misery to both."

"The young men and the old men of society think they can go further with an actress just because she is an actress. They talk to her freely, they go about with her freely, they make havoc of her affections with a feeling of irresponsibility which is in itself an insult. Then when they grow tired, when they have committed her by leading her to think she is engaged, when all the world has coupled their names together, they throw her aside. All this because she is an actress. Is she not also a woman? Why should men unscrupulously do to an actress what the rules of social honor do not permit them to do to their friends' sisters, what in fact they dare not do?"

"One day a man forgets. Only a woman knows what a woman's memory is to a man and an action and subsequent misery to both."

New Royal Romance Has Delighted All England

(Special Dispatch.)
 LONDON, July 26. THE return of the court to Buckingham Palace has partly revived the gayeties of London, which for more than a week have been rather of a sparse and character, consisting of impromptu small dinners, dances and bridge parties. "Something was wanted to awaken society and society certainly found it in the most interesting event of the whole season, the betrothal of the handsome and popular Prince Arthur of Connaught and the Duchess of Fife. The announcement aroused tremendous interest throughout the kingdom. All the world loves a royal romance, and this betrothal of two of the most popular personages in the royal circle appeals to the English with particular force.

It is practically certain that the wedding in October will be the occasion of a national celebration. The Duchess of Connaught and the Princess Royal are understood to have expressed themselves in favor of a ceremonial wedding, and the Queen herself desires the happy occasion to be marked by fitting celebrations.

"The racing at Newmarket naturally took many away from town. The Queen remained in the palace, while the King went on three days. The weather, Thursday excepted, prevented anything like a display of dresses, but a fair sprinkling of

Anglo-Americans was seen in the paddock.

Lady Essex was there, accompanied by her husband. She was dressed in becomingly colored linen on shantung, with small toque.

Mrs. Montagu Sharpe was in blue char-meuse, with yellow feathers in her hat. She brought several friends with her from Chippendale Park, including Lady Downshire, Priscilla Lady Annesley, and Cora Lady Stratford.

Also present were Mr. and Mrs. Rochfort Maguire, the latter in smoke gray with white feathers in her hat, and Mrs. Chaine and her sister, Miss Harriet Phipps.

Lady Newmann had a party from her house at Top Hill.

The Burdett-Countess rose and tea garden party at Ivy Lodge also was spoiled by the rain, and at the last moment telegrams were sent to all the guests to come to the Town House, in Stratton street, instead. It was crowded with a merry party. The American Ambassador was there with Mrs. and Miss Page. Lady Newborough was another Anglo-American who responded, as did also Mr. Chauncey M. Depew.

On the same night the Atabassador and his wife attended Mr. and Mrs. Walter Rubens' concert at Enismore Gardens, the Duchess of Marlborough also being present.